

LIGHT WINES.
Per doz. gals.
CAL. HOCK ... 85.00
CAL. RIESLING ... 85.00
DAUBENMEIER, 1893, 9.00
NIEBESNER, 1893, 10.00
H. PRICE & CO.,
12 Queen's Road.

The China Mail.

ESTABLISHED 1843.

PILSENER BEER
EL CAPTAN
AND
JUBILEE.
Per Case of 4 Doz. Qrs. 1 \$13.00
6 " " " " 1 " 12.00
Sole Agents
H. PRICE & CO.,
12, Queen's Road.

No. 11,953

號八月七年一零百九千一英

HONGKONG, MONDAY, JULY 8, 1901.

日三十月五年辛

PRICE, \$2.50 Per Month.

Business Notices.

W. S. BAILEY & CO.,
Engineers, Shipbuilders and Storekeepers.

Offices & Sales Rooms:—60 & 62, DES VŒUX ROAD.
Works:—KOWLOON BAY.

Duplex and Centrifugal Pumps
Mechan's Engine-room Telegraphs
Highgate's 'OCEAN' Engine Oil
Hand and Force Pumps
20th Century Forges
Cleveland Twist Drills
Engineers' Tools
Carter's Disintegrators
Paints, Oils, Packings, etc.
Deck & Engine-room Stores.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

4, PRAYA CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.



BRADLEY & Co., Managers.

1027
A 5 or 10 Catty Box
constitutes one of
the most acceptable
Presents to those at
Home.



Without doubt
this is the
finest
of TEA, at the
price, to be had
in China.

LANE, CRAWFORD & Co.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA

PRICES.

Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50 | Per 5 Catty Box, \$10.00.

THE PHARMACY,
10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and other
FOREIGN FORMULAE.

SOMERVILLE'S EXPORT AND 'GLENDOUR' WHISKIES.
PORTSOY HIGHLAND WHISKY (PURE MALT).
MANILA CIGARS.

Manager, RICHARD FLINT.

VICTORIA DISPENSARY.

DAKIN'S IODISED SARSAPARILLA.

THE BEST BLOOD PURIFIER.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE SALINE PURGATIVE.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY.

VICTORIA DISPENSARY,
QUEEN'S ROAD.

Business Notices.

**DELICIOUSLY-FLAVOURED
FRUIT SYRUP.**

It makes a most refreshing beverage with Soda Water or
Pure Water.

LEMON CHERRY GINGER
RASPBERRY ORANGE LEMON SQUASH
PEACH PINEAPPLE Etc.
BANANA APRICOT
BLACKCURRANT MULBERRY
WE STOCK ALL FLAVOURS.

WATKINS, LIMITED,

CHEMISTS AND TREATED WATER MANUFACTURERS,
HONGKONG.

GREEN ISLAND CEMENT CO., LTD
Portland Cement.

In casks of 375 lbs net \$5.50 per cask, ex Factory.
In bags of 250 lbs net \$3.30 per bag, ex Factory.

FACTORIES HONGKONG AND MACAO.

Glazed Stoneware Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL AGENTS.

PHOTOGRAPHIC

GOODS OF ALL DESCRIPTIONS: PLATES, PAPERS AND CHEMICALS.

EASTMAN'S

KODAKS, FILMS & ACCESSORIES.

DEVELOPING & PRINTING UNDERTAKEN

PROFESSIONAL AND AMATEUR PHOTOGRAPHERS SHOULD KNOW THAT WE

SUPPLY THE

Southern Markets of China,

AND THAT THE LARGEST AMOUNT OF PHOTOGRAPHIC GOODS WE HANDLE ALWAYS

ENABLE US TO KEEP A FRESH STOCK.

ACHEE & CO.,

174, QUEEN'S ROAD, CENTRAL. FIVE DOORS EAST OF THE HONGKONG HOTEL.

**CHAS. HEIDSIECK'S
CHAMPAGNES:**

WHITE SEAL (1893 VINTAGE).

CACHET IMPERIAL (Extra Dry, Gout American)

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

PATENT PORTABLE PLANOS.
2 FEET HIGH, 5 OCTAVES.

SPECIALLY SUITABLE FOR SMALL
SALOONS AND LUNCHEON PICNICS.

FOR SALE OR HIRE.

LANE, CRAWFORD & CO.,
Musical Department.

JUST UNPACKED.

LADIES, GENTLEMEN'S AND CHILDREN'S BOOTS AND SHOES.
FANCY SILK AND COTTON BLOUSES AND SHIRTS.
WHITE AND COLOURED SILK PARASOLS.
FANCY LACES AND DRESS TRIMMINGS, Etc.

W. POWELL & CO.,
43, QUEEN'S ROAD CENTRAL.

GEO. YOUNGER, ALLOA
INDIA PALE ALE

SPECIAL BREWED FOR TROPICAL CLIMATES
LIGHT BUTTER ALE
SUITABLE FOR HOUSEHOLDS, KIDDERIES & FIRKINS

Caldwell, Macgregor & Co.,
SOLE AGENTS
11, QUEEN'S ROAD,
HONGKONG, July 1, 1901.

**THE
Peak Hotel.**

CITY OFFICE,
7, DUDDELL STREET.

HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK,
near the TRAM TERMINUS. TELEPHONE 56.
For Terms,
Apply to the MANAGER 741

Wanted.



WANTED.

BOY WRITER in H. M. VICTUALLING
YARD. Apply between 10 and 11
a.m. to the DEPUTY VICTUALLING STORE
OFFICER (in Charge).
H. M. VICTUALLING YARD.
Hongkong, July 3, 1901. 1395

WANTED.

AN OVERSEER.
Apply by Letter to
THE SECRETARY,
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LTD.
Hongkong, June 24, 1901. 1319

WANTED.

LADY. Good Typewriter, Seeks Situation;
Knowledge of Journalistic Work.
Good references.
Apply to 'H. M.'
Care of 'CHINA MAIL' Office.
Hongkong, July 3, 1901. 1492

WANTED.

A TRAINED MALE NURSE and
MASSAGEUR, seeks Engagements;
Fifteen Years' Experience in London
Hospitals, etc., Mental, Catarrhs, etc.
Highly recommended.
Apply, 'F. C.'
Care of 'CHINA MAIL' Office.
Hongkong, July 6, 1901. 1413

WANTED.

SMALL HOUSE, Furnished or Un-
furnished, in good locality, Peak,
Victoria, or Kowloon, or part of larger
House, for about 2 or 3 Years. Highest
references.
Apply, 'A. B.'
Care of 'CHINA MAIL' Office.
Hongkong, July 6, 1901. 1409

PROFESSIONAL NOTICE.

DENTON E. PETERSON, D.D.S.,

9, VICTORIA TERRACE,
TRINITY, NORTH CHINA.

OUTPATIENT VISITED AS USUAL.
Hongkong, May 14, 1901. 1482

**SINGING PIANO, MANDOLIN,
LUTE, BANJO, &c.**

SIGNOR CATTANEO
has RESIGNED POSITION.
TERMS:—\$2.50 per Month.
(Two Lessons per Week).
Care of 'CHINA MAIL' Office.
Hongkong, April 24, 1901. 1484

To Let.

A HOUSE in RIFON TERRACE.
HOUSES at LEIGHTON HILL.
'FAIRVIEW', Kowloon.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, June 28, 1901. 1331

To Let.

ODOWN, No. 54, DUDDELL STREET.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, July 4, 1901. 1399

To Let.

TWO very spacious and well ventilated
TWO-STORIED EUROPEAN RE-
SIDENCES, with Gardens and Tennis
Lawns, each containing 6 Rooms, Bath-
rooms and Out-houses, in MACDONNELL
ROAD, on Inland Lot No. 1, 502.

Apply to
TANG LAP TING,
No. 18, Queen Street, Hongkong,
or to
MUK MAN CHEUNG,
Butcherfield & Swire,
Hongkong, March 20, 1901. 434

To Let.

POSSESSION April 1st.
1, STEWART TERRACE.
Apply to J. W. NOBLE.
Hongkong, March 6, 1901. 410

To Let.

BEDROOM, (with Board) in Good
Locality; Bathroom, attendance, etc.
Apply, 'X.X.X.'
'CHINA MAIL' Office.
Hongkong, June 12, 1901. 1341

To Let.

WITH BOARD, BEDROOM and BATH,
in exceptionally Cool, well-appointed
House. Location First class. Suitable
for Married Couple or Bachelor.
Apply to 'SOLANO',
Care of 'CHINA MAIL' Office.
Hongkong, July 1, 1901. 1362

NOTICE.

A S M GEORGE HENRY WHEELER
has Resigned his position as Cur-
ator of the Northern Borneo
Company on account of ill-health, all
powers of Attorney granted him by the
Company are hereby revoked.
STANDARD OIL COMPANY OF
NEW YORK.
Hongkong, July 6, 1901. 1410

NOTICE.

TENDERS are hereby Called for the
erection of BRICK SHOPS at
JESSELTON for the NORTH BORNEO
Government, particulars of which may be
seen at the Office of Messrs GUN, LIVING-
STON & Co., Agents.
Hongkong, February 13, 1901. 349

NOTICE.

NOTICE is hereby given that Mr.
CHEANG YU PO is Authorized
to SIGN on Foot the Proclamation from
This Date during my temporary Absence
from the Colony.
C. W. HUMPHREY
of the HONGKONG & KOWLOON
HONGKONG, June 27, 1901.

NOTICE.

Whereas the undersigned, being the
sole and exclusive Agent for the
sale of the following named BRANDS
of PORTWINE, has the honor to
announce that he is now offering
for sale at a special price, the
following named PORTWINE, to-wit:
ANGEL, BOTTLED IN 1891.
ANGEL, BOTTLED IN 1892.
ANGEL, BOTTLED IN 1893.
ANGEL, BOTTLED IN 1894.
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ANGEL, BOTTLED IN 2000.

**The Robinson
Piano Co., Ltd.**

Best Value in
PIANOS.

Monthly Payment System.
**TUNING
REPAIRS.**

Our Speciality.
**INSTRUMENTS.
STRINGS.
MUSIC.**

Grand Stock reduced to Clear.

'KIRIN.'

**A Delicate
Lager.**

THE CELEBRATED BEER OF
JAPAN.

**QUARTS, \$2.80 per dozen.
PINTS, \$1.75 do**

W. HUTTON POTTS,
Sole Agent for Hongkong.

NOTICE.

WE the undersigned, beg to notify the
Public and Shipping Community
that we have just received a Large Stock of
ENGLISH LAGER PILSENER in Cases of
12 down 24 for \$14 and \$2.50 per dozen,
for which we have been appointed Sole
Agents by the WACKERMAN LAGER COMPANY,
LIMITED.

This Beer speaks for itself.
RITCHIE & CO.,
No. 39, Des Vœux Road.
Hongkong, June 26, 1901. 1328

Why:



BOYAL

To be obtained at all Stores, Grocers,
Bottlers, &c., throughout Hongkong, China
and Japan.



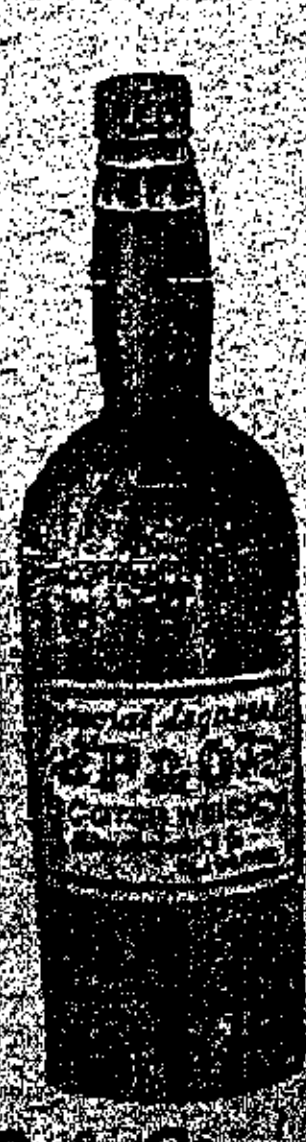
**ASK FOR FERGUSON'S
P. & O.**

SPECIAL LIQUOR, 40 YEARS OLD
HIGHLAND WHISKY.
**FERGUSON'S
SPECIAL CREAM**

SHRADDALBANK HIGHLAND WHISKY.
These are the finest productions of Scotland,
devoid absolutely of all deleterious matter.

**THE CREME DE LA CREME OF
WHISKIES.
PURE AND MILD.**

Sole Importers,
F. BLACKBURN & Co.



MUSIC LESSONS.

MR. A. GIBSON, Teacher of Piano,
Violoncello, Mandoline
and PORTUGUESE GUITARRA.
For Terms, Etc.,
Apply to
ROBINSON PIANO CO., LTD.
Hongkong, November 9, 1900. 1287

NOTICE.

PETERSON, JAMES, 25, ROBERT BAY
BERNARDY WHARF, 10, MAN
AFER, at the Hongkong Bank, and
will Box on 10th Floor, 10th.

H. PRICE & CO.
Hongkong, July 1, 1901. 1483

Telephone No. 136.



SEASONABLE WINES.

LIGHT WINE.

\$8.00 to \$17.00 per doz.

WHITE WINES.

\$7.00 to \$11.00 per doz.

CLARETS.

\$4.00 to \$11.00 per doz.

ST. LEON, TONIC WINE.

\$18.00 per doz.

MADEIRA.

\$18.00 and \$24.00 per doz.

H. PRICE & CO.

12, Queen's Road.

General Memoranda.

WEDNESDAY, July 10.—11 a.m. Tenders for Government Bills received by the Chief Paymaster, Army & War Department, 2.30 p.m.—Auction of Six Large Mats, at Causeway Bay. Goods per *Annam* unclaimed before Noon, subject to rent.

THURSDAY, July 11.—5.30 p.m.—Meeting of Victoria Recreation Club, in the Club Gymnasium, Kowloon. Goods per *Bengal* not cleared at 4 p.m. subject to rent.

Exchange.

HONGKONG, July 8, 1901.

On London—	1/11 1/2
Bank, Wm.	1/11 1/2
On demand,	1/11 1/2
30 days sight,	1/11 1/2
4 months sight,	1/11 1/2
Credit, 4 months sight,	1/11 1/2
Documentary, 4 months sight,	1/11 1/2
On Paris—	2 1/4
On demand,	2 1/4
Credit, 4 months sight,	2 1/4
On Berlin—	1 08
On demand,	1 08
On New York—	47 1/2
Credit, 90 days sight,	47 1/2
On Bombay—	145 1/2
On demand,	145 1/2
On Calcutta—	145 1/2
On demand,	145 1/2
On Singapore—	140 1/2
On demand,	140 1/2
On Manila—	2 1/2 p.m.
On demand,	2 1/2 p.m.
On Shanghai—	72 1/2
30 days sight, (quinto paper)	72 1/2
On Yokohama—	4 1/2 p.m.
On demand,	4 1/2 p.m.
Gold Leaf, 100 fine, (per tola)	\$53.00
Sovereigns (Bank's buying rate)	\$10.15
Silver (per oz.)	27 1/2 d.



A. S. WATSON & CO., LIMITED.

WINE MERCHANTS.

Established A.D. 1841.

CLARETS.

ST. ESTEPHE	\$ 9.00	\$ 7.00
ST. JULIEN	0.00	9.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION	18.00	19.00
LARIVET	21.00	22.00
CHATEAU MOUTON	21.00	22.00
D'ARMAILHAC	21.00	22.00
CHATEAU PONTET	25.00	—
CANET	25.00	—
CHATEAU LA TOUR	30.00	—
CARNET	30.00	—
CHATEAU LAUNAY	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR, CARNET, CHATEAU LAUNAY and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY.

On the 6th July, at No. 3 Seymour Terrace, the Wife of A. WOODCOCK, of a Son (still-born).

The publication of this issue commences at 5.40 p.m.

The China Mail.

HONGKONG, MONDAY, JULY 8, 1901.

LIQUID FUEL.

For the last half century, we have been hearing periodically of the close approach of the exhaustion of the coal deposits of the United Kingdom, but in spite of these constant warnings, coal production has advanced year by year and the waste in mining goes on as of old; while the adoption of other descriptions of fuel make but slow progress. Admiral Selwin, a well-known authority, has asserted, 'that there exists in the United Kingdom larger and more reliable sources of shale oil, not petroleum, than exists in the United States or Asiatic Russia, and that if the whole of our shipping, naval and mercantile, took to burning oil fuel, it could be found for them within our own country at a far lower price considering its evaporating value than could ever be thought possible with coal.' He also stated 'that this shale oil is heavier than either the American or Russian crude petroleum, and therefore better as a fluid fuel.' The shale in the South of England is said to yield from 50 to 120 gallons of heavy oil to the ton and the supply is inexhaustible. In pointing out the difference between light and heavy burning oil, Admiral Selwin stated that the former will evaporate 17 lbs. of water per lb. of fuel, or two and a half times the value of coal, while the latter will evaporate six times the weight of coal. Now, these statements are of very great importance to the British Empire, if correct, and one cannot but wonder that more energetic measures are not being taken to prove or disprove them, because on cheap fuel depends in great measure the future prosperity of our country.

Messrs Armstrong, Whitworth & Co. have made very extensive experiments with liquid fuel, and have found 'that the calorific value of liquid fuel such as burning oil is 24,000 units as compared with 15,000 units for the best Welsh coal, which shows an advantage of somewhere about 30 per cent over the coal.' They further find 'that in burning liquid fuel the combustion is so perfect that instead of getting one-third more steam with oil, they are able, due to more perfect combustion, to evaporate twice the amount of water than with the best Welsh coal, and that under ordinary conditions they can evaporate 15 lbs. to 18 lbs. of water per lb. of fuel-fuel used by the ordinary marine boiler. Now, the best average results hitherto achieved in steamers burning the best Welsh coal is 15 lbs. of water per lb. of fuel burned, and this is referred to as a most important argument in favour of liquid fuel; they also assert, that shale oil has been found to evaporate a far less amount of water as compared with the Russian oil, or the more recently discovered Borneo oil, which the enterprise of Sir Marcus Samuel has so greatly developed.

Here in Hongkong, we have four concerns, competing more or less, in the Petroleum trade, viz., The Shell Transport and Trading Company, the great Standard Oil Company of New York, the Royal Dutch Petroleum Company, and the Langkat Petroleum Company. The Shell Transport and Trading Company, and the Dutch Company are the only ones of these which handle oil in bulk, the others importing oil in cases. As the question of bulk oil is what more intimately concerns us, accordingly depending for its prosperity on the economical propulsion of steam ships, and cheap steam raising generally, it is to this development of the industry that we principally direct attention, but first of all a word might be said with regard to the great American Corporation, the Standard Oil Company of New York, the great pioneer of petroleum, to which America, Europe, and the East, owe a deep debt of gratitude. They are probably the most powerful Corporation in the United States, and though we British are not enamoured of the American system of Trusts, it must be admitted that this great Company has always used its power so that the result has been gain to themselves and great good to the world in general. In the thirty years of its existence, it has brought over \$1,000,000,000 in gold into the States as the result of its sales of oil to foreign countries, and there are some of us who can remember the entire fleet in the cup of coal-oil or ground oil all over the East in days gone by, when a day's cheap kerosene lamp now sheds brilliant light in the homes of the very poorest. All this is due to the Standard Oil Company, who introduced cheap lamps and oil and taught the natives how to use them. To return to the Shell Transport and Trading Company. Their original idea was

to carry Russian oil to the East, and take back dry cargoes, an idea originated by Sir Marcus Samuel, the head of the firm, who took the matter in hand and inaugurated it in a very able manner. As a later development, his company has acquired very extensive oil-fields in Borneo, which are in process of development, so that instead of carrying the oil from Russia to the East they are carrying it from the East to Europe. The design is to establish large depots at all the principal ports of call from England to the Far East, so that shipowners who desire to use oil fuel will be certain to obtain a supply when it is required. This is the small end of the wedge, and is destined to have a profound effect on steam propulsion in the future. Sir Marcus Samuel has demonstrated in his own vessels that oil can be used in substitution of coal with manifest advantage, and he is fitting the whole of the Company's fleet with oil-burning installations. The Company now own thirty-eight steamers, which can carry about 150,000 tons dead weight between them, and give employment to 250 officers and engineers and about 2,500 firemen and seamen under the British flag. They need, to keep them employed during the year, about 800,000 tons of cargo, and keep in employment during the year something like 25,000 men. Strange to say, the British Government appear to have behaved very hardly to these great employers of British labour, and refused them the support they were entitled to in their troubles with the Dutch and the Chinese. Let us hope these troubles have been overcome. Then the Shell Company might try to prevent their vessels using the Canal though they paid in dues £120,000 per annum. An action was raised against the Canal Company, who promptly gave in, but to be independent of them, the shell liners are in future to be built so that they can ground the Cape. The S.S. *Pinn*, the first of these vessels and one of the largest tank steamers built, there are three others of the same design in the hands of Messrs Armstrong, Whitworth & Co., for the Shell line) will carry 9000 tons dead weight. These vessels are all to be fitted to go round the Cape and show a profit burning liquid fuel.

Notwithstanding the example shown by the Shell Line, we find, however, that the general adoption of liquid fuel is far from being an accomplished fact. The progressive Chinese Mutual Line are fitting their steamers with oil-burning installations in addition to the usual coal-burning furnaces, the change from coal to oil can be effected in a few hours' time, and this may be taken as an indication of what will happen when the certainty of a steady, unfailing supply of liquid fuel has been demonstrated to shipowners. One of the causes that has prevented the adoption of liquid fuel is no doubt the uncertainty of the supply at the various ports of call; another cause is the want of reliable information as to the comparative cost of liquid fuel as against coal. With this we will deal in a future article.

The Army in China.

In the report of the Army Medical Department for 1899, the following paragraph refers to Hongkong:—In China the rates of sickness were higher than in 1898, chiefly due to the increase of admissions for malarial fevers. This is stated to be attributable to some extent to the arrival of a regiment which suffered severely while in Cebu during the previous summer. Plague was again epidemic among the civil population, but the troops enjoyed comparative immunity, only two admissions and one death occurring. There was a further decline in the admission rate for contagious diseases as compared with the previous year. A local ordinance, having for its object the prevention of the propagation of contagious disease among and by females, came into operation in November, and is said to be working satisfactorily.

Missionaries at Chinan-fu.

The Chinan-fu correspondent of the *N.Y. Daily News* wrote on the 15th June:—We have been much favoured of late in this interior city in the way of having visitors from abroad. Last week, the Rev. J. H. Loughlin and Dr. Lyon spent several days with us, on route to Chingchow in the southern part of the province. They brought with them the Rev. Dr. Brown, one of the corresponding secretaries of the Presbyterian Board of Foreign Missions in New York, who is making a tour of the missions of his Board in North China. While Dr. Brown's visit was a very hurried one, yet it was a great pleasure to see one who is so interested in all we see in this strange land. Your correspondent went with him to call on the Roman Catholic Bishop and Father Pius, the latter showing us all over the R.C. establishment inside the West gate of the city. Father Pius is a most agreeable priest, who has been for many years a personal friend of your correspondent. Like the Bishop, he comes from Italy. To-day Messrs. Forsyth and Bruce, of the English Baptist Mission in Chingchow, arrived, having come up to have an interview with H. E. Governor Y. in regard to their claims for losses during the troubles of last year. Unfortunately they came at a rather inopportune time, owing to the fact that the Governor's mother is lying at the point of death. She is an old lady, of about seventy, and has been ill for a number of months. But only recently has her disease become alarming. She is now expected to survive many months. We were so deeply interested in the speech of Shanghai, cannot but regret that the desire of the mother with her and other members of the Governor's family to visit this province. His departure at this critical time would be a very great misfortune. We cannot but hope he may be spared for many years to continue his beneficent and enlightened rule in Shanghai.

LOCAL AND GENERAL.

Notes by the Way.

The French gunboat *Alouette* has been ashore and re-ashed at Pusan in Corea.

We understand that the return match between Volunteers and Non-Volunteers will take place at Kowloon on Saturday first.

During the year 1900, 42 cases, mostly of refusal of duty and absence from ship without leave, were tried at the Marine Magistrate's Court.

Other than plague, the only case of communicable disease reported in the Colony during the past week was one of enteric fever, which terminated fatally.

The Emperor of Japan promoted Mr. Hoshi Tori after his assassination, and what is of more importance to Mr. Hoshi Tori's relatives, sent yen 2,500 towards the funeral expenses.

It is expected that the Portuguese youth, Onaldo Rozario, charged with forgery at Shanghai will be sent down to Macao for trial. The preliminary examination will take place at Shanghai, but it is stated Consul-General Valdes has no power to finally dispose of the case.

It is interesting to note that, according to the Report of the Acting Harbour Master for 1900, the staff of his Department is still of the same strength as it was 28 years ago, except for the temporary addition of a third marine surveyor. The trade of the port shows a tremendous increase during that period.

Certificates of Competency.

During 1900, there were 72 certificates of competency gained at the Examination of Masters, Mates and Engineers in Hongkong. These comprised the following grades—Master 10, First Mate 23, Second Mate 3, First-Class Engineer 27, Second-Class Engineer 45. The failures totalled 29, of which 24 were in the test for second class engineer.

Notes and Specie.

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during June are certified by the Managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$ 2,808,495	\$1,600,000
Hongkong and Shanghai Banking Corporation	7,005,387	5,000,000
Nation Bank of China, Limited	442,272	100,000
Total	\$11,156,154	6,700,000

The End of the Plague Epidemic.

The Plague epidemic is now almost at an end. The cases during the past forty-eight hours only total six. These were all Chinese and all were fatal. The figures for the week were 47 cases and 46 deaths. At the beginning of June, when the plague was at its height, the week's cases totalled over 200. The figures now stand as follows:—Cases—Chinese 1461, other Asiatics 51, Europeans 26; deaths—Chinese 1424, other Asiatics 34, Europeans 9. The Portuguese boy, Theodore Thomas, who was admitted the other day to the Plague Hospital, has been discharged. The other European patients are progressing favourably.

Mortality Statistics.

The mortality returns for the month of May show that there died during that period 47 of the European and foreign community (42 from the civil population, 3 from the Army, and 2 from the Navy), and 963 of the Chinese community. Chest affections claimed 107 victims, and fever 632 (567 plague and 65 malarial). Of the plague deaths, 19 were in the European and foreign civil community, while among the Chinese, 78 died of this disease in No. 2 division of Victoria, 75 in No. 4, 61 in No. 9, and 64 in Kowloon. There was only 1 at the Peak and 8 in No. 3 District. The other districts averaged about 40. The principal percentages in the different registration districts were:—British and foreign civil population 54 per 1,000 per annum; Chinese community, land and boat, 42.4; whole civil community, 42.7.

U.S. Dock at Subig.

Lieutenant A. P. Niblack, U.S.N., arrived by the *Diogenes* from Manila to-day. Lieut. Niblack, who, at the outbreak of the Spanish-American war, was naval attaché in Berlin, is one of those men who ought to go far in his profession. Since coming out to the Philippines, he has been entrusted with very responsible work by the Navy Department, his latest special duties being connected with the survey of Subig Bay for the new U.S. Dockyard and naval station; and we understand he takes home the detailed scheme which is destined to give the United States one of the finest and best-equipped naval stations in the Far East. His ease of access, depth of water, facility for dock construction and natural adaptability for defence by land and sea make Subig an ideal situation for a naval and coaling station commensurate with the requirements of the large force of U.S. naval ships in these waters. It will be remembered that the Spanish Admiral, Montoys, went out from Manila Bay to seek refuge in Subig when his fleet at Dewey's disastrous defeat from Hongkong, but the Spaniards had neglected the place except only on paper, and the Spanish squadron was lost. Unhappily, the Spanish gunnery officer, the big guns at Cavite and Port Sangley.

LOCAL AND GENERAL.

Sunday Labour Increases.

From the report of the Acting Harbour Master for 1900, it will be seen that 419 permits were issued to work cargo on Sunday. Of these 88 were not availed of and the loss refunded, and 55 were issued, free of charge, to Mail steamers. The revenue collected under this heading was \$43,550, \$21,724 more than in the previous year.

Shanghai Weather.

The average minimum of the thermometer in Shanghai in June was 77.57, the average maximum 77.36 and the mean 72.23, against 69.07, 78.00, and 74.03 respectively, in June 1900. The rainfall in June was 7.63 inches, and rain fell measurably on 13 days, against 6.57 inches and 19 days in June 1900, and an average of 6.80 inches and 13 days for the nineteen years 1882-1900.

Meteorological Observations.

During the month of June, according to the observations made at Hongkong Observatory, the highest temperature registered was 90.6 and the lowest 70.1. The mean temperature for the month was 81.6. There were 174.7 hours of sunshine. Rain fell to the extent of 2.335 inches, and the average wind velocity was 13.2 miles per hour. The highest velocity attained was 28.7.

Suez Canal Statistics.

The average time occupied by vessels passing through the Suez Canal was 18 hours 32 minutes in 1900, against 18 hours 38 minutes in 1899. In 1900, 360 vessels used the Canal for the first time. In that year the tonnage of the mail boats increased 268,200 tons, whereas that of the exclusive commercial vessels diminished 787,804 tons, and whereas the mail boats represented in 1899 only 23.19 per cent. of the total tonnage of all the vessels using the Canal, the proportion for 1900 rose to 26.30 per cent.

The late Captain Clemens.

We learn (say the *China Gazette*) that acting upon instructions issued by the Secretary of State for Foreign Affairs, Vice-Consul Cox will open a formal enquiry at the British Consulate, upon the return of the German s.s. *Koenigsberg*, into the death of Captain Clemens which has already been the subject of two enquiries at the German Consulate, with the finding of which the relatives and friends of the deceased are dissatisfied. Any person who has any evidence or opinion to express upon that mysterious occurrence will be enabled to make his or her statements upon oath before the Vice-Consul, and we believe such statements will be 'privileged' as given in a regular court of law, while any tampering with truth may be punished as perjury.

A Nice Billet.

'Claus' writes in the *Straits Times*:—A nice billet fee is advertised in the paper—Boarding Officer to the Port of Singapore, a position of trust and responsibility which carries with it the munificent salary of \$100 a month and free quarters. The applicant must hold a master's or a mate's certificate of competency. A second mate's pay here is \$100 a month 'and found'. This includes his grub. A mate gets \$120 or \$125 a month and found. Now to offer such a man such a short billet, at less than sea wages, is simply putting a premium on dishonesty; and, if the Port officials expect to secure the services of a competent man who will inspect ships for 12 hours or more per day, and will truthfully and reliably report on all cases of over-crowded passengers or excessive deck cargo, I think they deserve to be occasionally well-disappointed.

The Germans at Shanghai.

The report started several months ago respecting the acquisition of the entire Chiao-Ming-Hai fleet and property by the Germans was contradicted at the time, but we (*China Gazette*) never heeded have reason to believe that the contradiction was only made because the report was premature, as the transaction was not then completed, for various reasons. Nor is it yet, but we have reason to believe that the Chinese Peace Envoys have promised the Germans that they will facilitate the completion of the transaction by every means in their power, and that this was part of the great gift to German commerce which the Kaiser recently hinted at in his speech at the Hamburg Regatta dinner, when referring to the mysterious loan for German commerce which Herr Ballin, President of the Hamburg-American Line, had secured during his visit to China, and it is also stated in very well-informed circles that the same enterprise will aid the docking accommodation of Shanghai.

The Busy Saleswoman.

The strain upon the physical endurance of the busy saleswoman in the proper performance of her duties is very fatiguing. When her day's work is ended she is 'all tired out' and her energy is completely exhausted. This daily strain is very telling upon her health and in the long run may result in a permanent injury to her system. It is a sad condition of affairs when a woman, who is so essential to the welfare of her family and the success of her business, is so physically worn out that she is unable to perform her duties. It is a sad condition of affairs when a woman, who is so essential to the welfare of her family and the success of her business, is so physically worn out that she is unable to perform her duties.

The following is a list of the names of the saleswomen who are so physically worn out that they are unable to perform their duties. The names are:—Mrs. A. B. C., Mrs. D. E. F., Mrs. G. H. I., Mrs. J. K. L., Mrs. M. N. O., Mrs. P. Q. R., Mrs. S. T. U., Mrs. V. W. X., Mrs. Y. Z. A., Mrs. B. C. D., Mrs. E. F. G., Mrs. H. I. J., Mrs. K. L. M., Mrs. N. O. P., Mrs. Q. R. S., Mrs. T. U. V., Mrs. W. X. Y., Mrs. Z. A. B., Mrs. C. D. E., Mrs. F. G. H., Mrs. I. J. K., Mrs. L. M. N., Mrs. O. P. Q., Mrs. R. S. T., Mrs. U. V. W., Mrs. X. Y. Z., Mrs. A. B. C., Mrs. D. E. F., Mrs. G. H. I., Mrs. J. K. L., Mrs. M. N. O., Mrs. P. Q. R., Mrs. S. T. U., Mrs. V. W. X., Mrs. Y. Z. A., Mrs. B. C. D., Mrs. E. F. G., Mrs. H. I. J., Mrs. K. L. M., Mrs. N. O. P., Mrs. Q. R. S., Mrs. T. U. V., Mrs. W. X. Y., Mrs. Z. A. B., Mrs. C. D. E., Mrs. F. G. H., Mrs. I. J. K., Mrs. L. M. N., Mrs. O. P. Q., Mrs. R. S. T., Mrs. U. V. W., Mrs. X. Y. Z., Mrs. A. B. C., Mrs. D. E. F., Mrs. G. H. I., Mrs. J. K. L., Mrs. M. N. O., Mrs. P. Q. R., Mrs. S. T. U., Mrs. V. W. X., Mrs. Y. Z. A., Mrs. B. C. D., Mrs. E. F. G., Mrs. H. I. J., Mrs. K. L. M., Mrs. N. O. P., Mrs. Q. R. S., Mrs. T. U. V., Mrs. W. X. Y., Mrs. Z. A. B., Mrs. C. D. E., Mrs. F. G. H., Mrs. I. J. K., Mrs. L. M. N., Mrs. O. P. Q., Mrs. R. S. T., Mrs. U. V. W., Mrs. X. Y. Z., Mrs. A. B. C., Mrs. D. E. F., Mrs. G. H. I., Mrs. J. K. L., Mrs. M. N. O., Mrs. P. Q. R., Mrs. S. T. U., Mrs. V. W. X., Mrs. Y. Z. A., Mrs. B. C. D., Mrs. E. F. G., Mrs. H. I. J., Mrs. K. L. M., Mrs. N. O. P., Mrs. Q. R. S., Mrs. T. U. V., Mrs. W. X. Y., Mrs. Z. A. B., Mrs. C. D. E., Mrs. F. G. H., Mrs. I. J. K., Mrs. L. M. N., Mrs. O. P. Q., Mrs. R. S. T., Mrs. U. V. W., Mrs. X. Y. Z., Mrs. A. B. C., Mrs. D. E. F., Mrs. G. H. I., Mrs. J. K. L., Mrs. M. N. O., Mrs. P. Q. R., Mrs. S. T. U., Mrs. V. W. X., Mrs. Y. Z. A., Mrs. B. C. D., Mrs. E. F. G., Mrs. H. I. J., Mrs. K. L. M., Mrs. N. O. P., Mrs. Q. R. S., Mrs. T. U. V., Mrs. W. X. Y., Mrs. Z. A. B., Mrs. C. D. 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THE Company's Steamship
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Captain J. R. R. R. will be despatched
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For Freight or Passage, apply to
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Hongkong, June 18, 1901. 1274

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THE Steamship
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Through Bills of Lading issued to Pacific
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For through rates of Freight and further
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EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TROM, PORT DARWIN and
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Cargo to Australia, New Zealand,
Tasmania, &c.)

THE Steamship
AUSTRALIAN
will be despatched for the above Ports on WEDNESDAY, the 24th
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This well-known Steamer is specially
fitted for Passengers, and has a Refrig-
erating Chamber which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
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This Steamer is installed throughout with
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A Stewardess and a duly-qualified Sur-
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N.B.—Return Tickets issued by this
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VIA PORTS AND SUEZ CANAL.

Proposed Sailings from Hongkong.
HUDSON About 1st Aug.
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FOR NEW YORK.
THE 3/4 A. I. American Ship
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and the PHILIPPINES, in
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GREAT NORTHERN RAILWAY LINES
of the United States, are prepared to
contract for the conveyance of Goods
from the Pacific Coast and interior
points of U.S.A. to the Orient.

THE Steamship
KINTUCK
Sails from Seattle about the 10th of July;
CHINGWU,
Sails from Seattle about the 24th of August;
KAISOW,
Sails from Seattle about the 24th of August;
and will be followed by the Company's
regular sailings.
For further particulars, apply to
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, New York.
To the Agents of the Company at Japan,
China, Hongkong, Philippines and
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FRANK WATERHOUSE & CO., General
Western Agents, Seattle, or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.

JARDINE, MATHESON & CO.,
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SANTA-MIDY CURES
Relieves the scalding pain at once
and
all discharges from the
genito-urinary organs in either
sex in
48 HOURS
SANTA-MIDY
is a
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cure for
Gonorrhea,
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Each box contains
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For Sale by A. & W. Watson & Co., Ltd.,
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PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY
WILL dispatch VESSELS to the Undermentioned PORTS on the DATES
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FOR STEAMSHIP CAPTAIN DATE.
MARSEILLES & LONDON G. W. GORDON, R.N.R. About 12th July.
SHANGHAI AND BANGALOR G. W. BABOT About 18th July.
SHANGHAI G. W. VIBERT, R.N.R. About 19th July.
LONDON, &c. F. R. DOWELL, R.N.R. About 20th July.
* See Special Advertisement.
For Freight or Passage, and further Particulars, apply to
H. A. RITCHIE, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, July 6, 1901. 970

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship
PERLA
Captain G. T. BLAND, will be despatched
for the above Ports, 9th Inst., at 5 p.m.
The attention of Passengers is directed
to the excellent Accommodation provided
by this Steamer. She is fitted throughout
with the Electric Light and is supplied with
a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
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FOR ANPING, VIA SWATOW AND AMOY.
THE Company's Steamship
MAIDZURU MARU
Captain K. SUMIKI, will be despatched
for the above Ports on WEDNESDAY,
the 10th June.
For Freight and Passage, apply to
MITSUI BUSSAN KAISHA,
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Hongkong, July 1, 1901. 1360

THE UNITED STATES AND CHINA JAPAN S. S. LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
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will be despatched for the above Port on
or about 10th July.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, June 14, 1901. 1061

TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND
SEA OF JAPAN & HONOLULU.
Proposed Sailings from Hongkong.
Hongkong, (via Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu),
Tuesday, July 30, at Noon.
Nippon, (via Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu),
Saturday, August 24, at Noon.
America, (via Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama & Honolulu),
Tuesday, Sept. 17, at Noon.

THE Twin-Screw S.S. HONGKONG
MARU will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGASAKI,
Kobe, Inland Sea, YOKO-
HAMA and HONOLULU, on TUES-
DAY, the 30th July, 1901, at Noon,
taking Freight and Passengers for Japan,
the United States, and Europe.
Steamers of this line pass through the
Inland Sea of Japan, and call at
HONOLULU, and Passengers are allowed
to break their journey at any point en route.
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers and to the principal
cities of the United States or Canada.
Rates may be obtained on application.
Passengers holding through ORDERS
TO EUROPE have the choice of Overland
Rail routes from San Francisco, including
the Southern Pacific, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and Northern PACIFIC RAILWAYS; also
the CANADIAN PACIFIC RAILWAY on pay-
ment of \$4 in addition to the regular tariff
rate.
Passengers holding orders for OVER-
LAND OCEANS in the United States have
between San Francisco and Chicago, the
choice of the SEABOARD, PACIFIC CENTRAL,
PACIFIC UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting Rail-
ways, and from Chicago to destination the
choice of direct lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials
and their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.
Freight will be received on board until
4 p.m. the day previous to sailing. Par-
cel packages will be received at the Office until 4
p.m. on the day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to ports beyond San Francisco in
the United States should be sent to the
Company's Office in Seattle, Washington,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agents of the
Company at Japan, China, Hongkong, Philippines and
Straits.
SHEWAN, TOMES & CO., General
Agents, New York.
AND NEW YORK, via SUEZ CANAL.
THE Company's Steamship
ANANAI
Captain WILLIAMSON, will be despatched
for the above Ports on or about 12th July.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, June 19, 1901. 1040

Shipping.
U. S. MAIL LINES.
PACIFIC MAIL STEAMSHIP COMPANY AND
OGIDENTAL & ORIENTAL STEAMSHIP CO.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING SATURDAY, 13th July, at Noon.
HABIC TUESDAY, 23rd July, at Noon.
CHINA TUESDAY, 23rd July, at Noon.
DORIC THURSDAY, 15th Aug., at Noon.

THE P. M. Company's Steamship CITY OF PEKING will be despatched for SAN
FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKO-
HAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking
Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at
HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada.
Passengers holding through ORDERS TO EUROPE have the choice of the Over-
land and Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Rail-
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Special Rates (First Class only) to European Ports, are granted to Missionaries,
members of the Naval, Military, Diplomatic and Consular Services, and European
Civil Service officials in Asia, and to European officials in the service of the
Government of China and Japan.
TO UNITED STATES AND CANADIAN PORTS. Special rates (First Class
only) are confined and will apply only to Missionaries, members of the Naval and
Military Services, and to Consular and Diplomatic officials of the Governments of
China and Japan.
Return Passage.—Reduction will be made to Passengers who do not hold
Return Tickets making the return journey between ports in the Orient and Honolulu or
beyond, within twelve months.
Through Bills of Lading issued for transportation to Yokohama and
other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United
States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in
Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received at the Office until 4 p.m. the day previous to sailing. Parcel
Packages will be received at the Office until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value of same is required.
Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100
or over) destined to ports beyond San Francisco in the United States should be
sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
Freight of less than \$100 U.S. Gold.
For further information as to Passage and Freight, apply to the Agency of the
Companies, Queen's Building,
Hongkong, June 27, 1901. GEO. FORLEY, Acting Agent. 990

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT: BLACK SEA AND BALTIC PORTS. ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
SAN FRANCISCO, and SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—Cargo can be taken on through Bills of Lading for the PRINCIPAL PLACES
IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
Sailing Dates.
KIAUSCHOU (HAMBURG-AMERIKA LINIE) THURSDAY, 11th July.
BAYERN THURSDAY, 25th July.
STUTTGART THURSDAY, 28th August.
KONIG ALBERT THURSDAY, 28th August.
PRINZ HEINRICH THURSDAY, 14th September.
PREUSSEN WEDNESDAY, 2nd October.
SACHSEN (HAMBURG-AMERIKA LINIE) WEDNESDAY, 16th October.
KIAUSCHOU (HAMBURG-AMERIKA LINIE) WEDNESDAY, 30th October.
BAYERN WEDNESDAY, 13th November.
STUTTGART WEDNESDAY, 27th November.
KONIG ALBERT WEDNESDAY, 25th December.
PRINZ HEINRICH WEDNESDAY, 8th Jan., 1902.
PREUSSEN WEDNESDAY, 22nd January.
HAMBURG (HAMBURG-AMERIKA LINIE) WEDNESDAY, 5th February.
SACHSEN WEDNESDAY, 19th February.
ON THURSDAY, the 11th day of July, 1901, at Noon, the Steamship
KIAUSCHOU, of the HAMBURG-AMERIKA LINIE, Captain T. LUTSCH, will
leave this Port as above, calling at Naples and Genoa.
Shipping Orders will be granted till Noon, on Tuesday, the 9th July. Cargo
and Passengers will be received on board until 5 p.m. on Wednesday, the 10th July.
Parcels will be received at the Agency's Office until Noon on Wednesday, the 10th July.
Contents of Packages should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.
For further Particulars, apply to
Norddeutscher Lloyd,
Melchers & Co., Agents.
1947

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through rates to ANVERS, AMSTERDAM, ROTTERDAM, LIEBON, Oporto,
London, Liverpool, Glasgow, Trieste, Genoa, Ports in the LEVANT:
BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).
PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.
18th July. Freight.
FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.
25th July. Freight.
FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.
9th August. Freight.
FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.
22nd August. Freight.
For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Building, P.O. 990.

CHINA NAVIGATION CO., LIMITED.
FOR SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND MANILA.
THE Company's Steamship
SUNDA
Captain E. R. DOWELL, R.N.R., carrying His
Majesty's Mail, will be despatched from
this Port on SATURDAY, the
20th July, at Noon, taking Passengers and
Cargo for the above Ports.
Silk and Valuable Mail Cargo for France
and for London (under arrangement)
will be transhipped at Shanghai to the
steamer proceeding direct to Macao and
London, under cover for London, &c., will
be conveyed via Bombay without tranship-
ment.
Parcels will be received at the Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bill of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent,
SHEWAN, TOMES & CO.,
Agents.
Hongkong, June 19, 1901. 1040

Shipping.
U. S. MAIL LINES.
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THE P. M. Company's Steamship CITY OF PEKING will be despatched for SAN
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Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at
HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada.
Passengers holding through ORDERS TO EUROPE have the choice of the Over-
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Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100
or over) destined to ports beyond San Francisco in the United States should be
sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
Freight of less than \$100 U.S. Gold.
For further information as to Passage and Freight, apply to the Agency of the
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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.